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(Sub

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6-18-97

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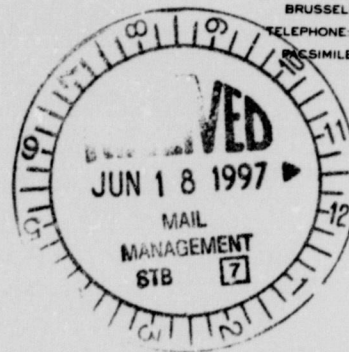
DIRECT FACSIMILE

(202) 778-5388

June 18, 1997

BY HAND

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Suite 700
Washington, D.C. 20423-0001



Re: Finance Docket No. 32760 (Sub-No. 22),
Union Pacific Corp., et al. -- Control
& Merger -- Southern Pacific Rail Corp.,
et al. (Arbitration Review)

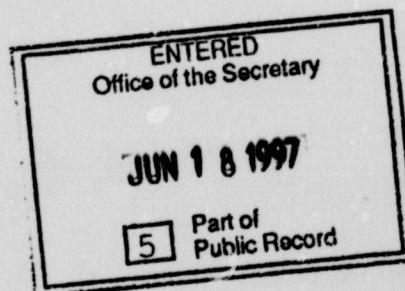
Dear Secretary Williams:

Although the letter I sent yesterday in the above-referenced docket did not show that a copy had been forwarded to counsel for the United Transportation Union, a copy has been provided to him via facsimile.

Sincerely,

Arvid E. Roach II
Arvid E. Roach II

cc: Clinton J. Miller, III, Esq.



STB

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(Sub 22)

6-17-97

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June 17, 1997



BY HAND

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Suite 700
Washington, D.C. 20423-0001

Re: Finance Docket No. 32760 (Sub-No. 22),
Union Pacific Corp., et al. -- Control
& Merger -- Southern Pacific Rail Corp.,
et al. (Arbitration Review)

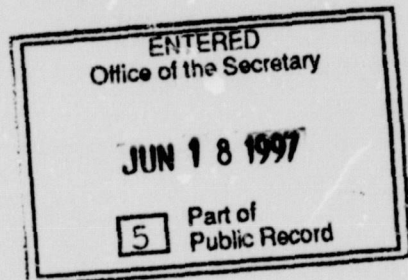
Dear Secretary Williams:

In a decision served on June 10, the Board extended the stay herein until July 1. Union Pacific will shortly be submitting information about the harm to the public interest that results from a continued stay, in terms of deferring the benefits of the UP/SP merger. The purpose of this letter is simply to request that, if the stay will not be extended beyond July 1, the Board advise us of this, if at all possible, no later than June 26. The reason for this request is that the labor changes that are the subject of the stay must be implemented, for payroll reasons, on either the first or the sixteenth of the month. Thus, if we do not learn sufficiently in advance of July 1 that the stay will be lifted, we will be forced to delay these changes until July 16.

Sincerely,

Arvid E. Roach II

Arvid E. Roach II



STB FD 32760 (Sub 22) 1-22-97 J



Office of the Chairman

File in Docket / FD-32760
Surface Transportation Board
Washington, D.C. 20423-0001
(Sub-22)

May 7, 1997

Mr. Johnny S. Wright
2528 Franzi Lane
Elko, NV 89801

Dear Mr. Wright:

I have received your letter expressing your concerns about certain impacts of the merger of the Union Pacific (UP) and Southern Pacific (SP) railroad systems. Specifically, you object to the proposal by UPSP to close the home terminal at Elko, Nevada, as part of management's plan to implement the merger.

As you know, in approving the UPSP merger, the Surface Transportation Board (Board) imposed the standard New York Dock labor protective conditions to protect employees adversely affected by the merger. Pursuant to those conditions, an arbitrator on April 14, 1997, issued an award concerning the creation of the Salt Lake City, Utah hub, which would include employees located at Elko. The United Transportation Union has appealed the arbitration award to the Board, docketed as Finance Docket No. 32760 (Sub-No. 22).

Because this matter is pending before the Board, it would be inappropriate for me to comment on the merits of the case. Let me assure you, however, that the Board will carefully examine all of the evidence and argument on the record before it in reaching a decision on this matter.

I am having your letter placed in the public record, and I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
SURFACE TRANSPORTATION
BOARD

JAN 22 2 54 PM '97

OFFICE OF
CHAIRMAN MORGAN

January 9, 1997

Surface Transportation Board
Linda Morgan Chairperson
Washington, D.C. 20423-0001

Ms. Morgan,

Some time ago I wrote you concerning the Union Pacific and Southern Pacific merger. At that time I stressed that this merger was not for the employees which has since been proven to be true.

Soon after the merger, the employees were served a section six to close our home terminal and move to either Salt Lake City Utah or Roseville California, there by running thru Elko, Nevada.

This proposal effects our job, our homes, and our community. We have been residents of Elko, Nevada all our lives, have built our homes and have added to community. Our railroad careers span anywhere from five to forty years. As for myself I have given 18 years to the Union Pacific / Western Pacific.

It seems to me the old Western Pacific employees have given a lot to the Union Pacific, including two brakeman, caboose and many working concessions.

I propose that this run thru at Elko is not called for and is not in the best interest of the trainmen and engineers.

At the town board meeting held in Carlin and Elko, Nevada the Union Pacific did not mention anything about abolishing Elko as a terminal and the thru freight crews living in Elko. Therefore they deliberately deceived the employees as well as the town people, since none of this was mentioned at the board meeting.

Abolishing Elko, as a home terminal, has nothing to do with the merger. Especially in the areas of company service, customer service, and does not provide any savings for the consumer.

The surface transportation board gave the Union Pacific railroad the right to merge with the Southern Pacific railroad but they did not give them the right to abolish our jobs and home terminal, and in doing so destroying our homes, our families, and plans it's taken us years to make.

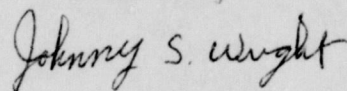
HEAR THE EMPLOYEES CAUSE, and judge righteously. PLEASE HEAR THE EMPLOYEES FOR ONCE.

Union Pacific said from the beginning that over five thousand (5000) people would lose their jobs, and this shows that the Union Pacific does not have a conscience, when it comes to its employees. They deliberately misrepresent the truth in pursuit of the almighty dollar, which is the Union Pacific's GOD. I know this to be true, since I am an employee of the Union Pacific Railroad.

I am asking for your help in denying this abolishment, of Elko, Nevada as a home terminal.

I await your reply.

Sincerely



Johnny S. Wright
2528 Franzi Lane
Elko, Nevada 89801